

Chapter 9 Other Modes



This chapter summarizes existing and future rail, air, water and pipeline needs in the City of Tigard. While auto, transit, bicycle and pedestrian transportation modes have a more significant effect on the quality of life in Tigard, other modes of transportation must be considered and addressed.

CRITERIA

No goals or policies were developed related to rail, air, water or pipeline transportation systems.

RECOMMENDED FACILITIES

RAIL

Railroad tracks traverse Tigard from its northern boundary to the southeast. There are two adjacent but separate tracks south from north of North Dakota Street to Bonita Road. South of Bonita Road, one set of tracks crosses the Tualatin River to Tualatin and further south (parallel to I-5 to just north of Salem). The other set of tracks turns east to Lake Oswego/Milwaukie and Southeast Portland. North of Tigard, both tracks go on into Beaverton and Hillsboro. They are both owned by Portland & Western (P&W), a sister company of Willamette & Pacific (W&P) Railroad.

Within the next five years all of the rubberized at-grade crossing panels will be replaced with concrete panels. The concrete panels have longer life and are more skid resistant. Presently all the grade crossings of the railroad and roadways in Tigard are controlled by gated crossings. There are a few private crossings which are not gated. Grade separation of the railroad crossings has not been determined to be necessary at any of the existing crossings. The highest volume at-grade crossing in Tigard is on Scholls Ferry Road. Because of the close proximity of the rail crossing to the ORE 217 interchange, future expansion of ORE 217 should consider the operational need of Scholls Ferry Road south of ORE 217¹.

A commuter rail system, linking Wilsonville and Beaverton/Hillsboro, has been discussed and preliminary analysis has been conducted to determine possible alignments and station locations. The system would travel through Tigard with at least one or two stops in the City. One of the City's policies is to support

¹ Outside the 20 year perspective of this plan, it may become necessary to consider a grade separation of the railroad crossing. While not part of this TSP, this concept should be considered in future planning of the Scholls Ferry Corridor. A grade separation concept may include a viaduct Scholls Ferry Road from ORE 217 to south of Nimbus. Urban interchanges would need to be designed for Nimbus and Cascade. This viaduct approach may preclude the need for seven lanes on Scholls Ferry Road. This type of alternatives analysis would be necessary in the project development of any Scholls Ferry Road widening, ORE 217 widening and/or rail crossing changes.

the development of a commuter rail system as part of the regional transit network². The commuter rail project would enhance the rail line by providing sidings (double track) over portions of the alignment. The commuter rail would operate when there is little freight activity.

There has been a recent increase in volume to about eight trains per day through Tigard (includes both northbound and southbound trains—total of about four round-trips per day). P & W anticipates changes in freight service in the near future, but the changes are likely to affect timing rather than the number of trains passing through Tigard.

AIR

Tigard is served by the Portland International Airport, located in Northeast Portland on the Columbia River. The Portland International Airport is a major air transportation and freight facility, which serves Oregon and Southwest Washington. It provides a base for over twenty commercial airlines and air freight operations. The Port of Portland reported nearly 13.7 million passengers were served at the Portland International Airport in 1999³. Ground access to Portland International Airport from Tigard is available by automobile, taxi and shuttle (in year 2001 light rail access will be available).

Tigard is also served by the Portland-Hillsboro Airport, a general aviation facility located in the north central portion of the City. The airport facility is owned and operated by the Port of Portland as part of the Port's general aviation reliever system of airports. The Port of Portland maintains a Master Plan for this facility which was most recently updated in October 1996.

No airports exist or are expected within the City in the future. Therefore, no policies or recommendations in this area of transportation are provided for Tigard.

WATER

The Tualatin River is located along the southern border of Tigard. It is used primarily for recreational purposes. No policies or recommendations in this area of transportation are provided.

PIPELINE

There are high pressure natural gas feeder lines owned and operated by Northwest Natural Gas Company along several routes in Tigard. Figure 9-1 shows the feeder line routes for Tigard.⁴ No future pipelines are expected within the City. No policies or recommendations in this area of transportation are provided for Tigard.

² *Washington County Commuter Rail Study*, Phase II, Prepared by BRW, etc., May, 1999.

³ Based upon Port of Portland web page, <http://www.portofportlandor.com/1299month.htm>

⁴ Based on the Portland Area Distribution System Map (Dated September, 1998) received from Northwest Natural Gas Company.



Transportation Systems Plan

Existing High Pressure Gas Pipeline

Existing Kinder Morgan Pipeline

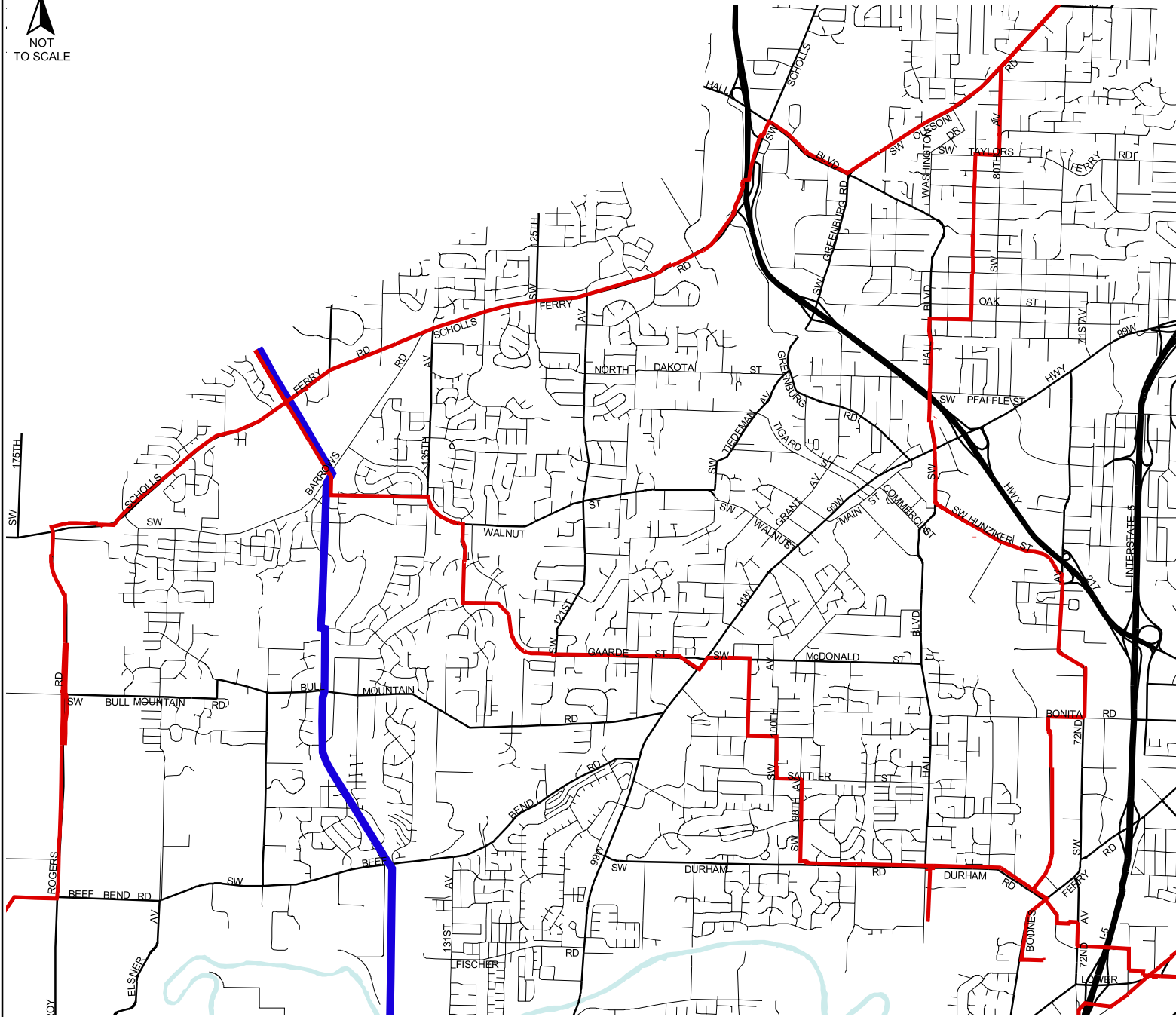


Figure 9-1 MAJOR PIPELINE ROUTES